Progress of Bhubaneswar-Cuttack Four Line Work

1494. SHRI NARENDRA PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the construction work of the Bhubaneswar-Cuttack four lane system is behind schedule; and

(b) if so, by when it is likely to be x>mpleted and the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE rRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes, Sir.

(b) it is likely to be completed by Vlarch, 2000.

The following factors have contributed o the delay:—

(i) Initial problems of utility relocation and non-availability of site, free from encumbrances, on account of stay order of Court. These problems have since been solved.

(ii) Demand of local prople for construction of extra service roads, extra under passes and median cuts.

(iii) Difficulty in obtaining embankment construction material.

(iv) Stay order by High Court led to closure of quarries resulting in non-commissioning of the crusher plants.

Financial Performance of CIWTC

1495. SHRI DIPANKAR MUKHERJEE:
SHRI ASHOK MITRA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the annual profit and loss accounts of the Central Inland Watei Transport Corporation in each of the years since 1990-91;

(b) the factors inhibiting the progress of the organisation; and

(c) the proposals currently being examined to improve the operational efficiency of the CIWTC?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Necessary details are given in Annexure [See *appendex 184, Annexure So. 47]*

(b) The main factors inhibiting the progress of the corporation are given below: (i) over staffing; (ii) high operational cost; (iii) low labour productivity; (iv) continuation of non core activities e.g. foundary *&* machine shop; (v) long turn-around time of the veslses; (vi) low operational efficiency; (vii) poor ginfrastructure support i.e. absence of high navigation facilities and terminal facilities out side Calcutta; (viii) multi union activities.

(c) M/s. A.F Ferguson Jt Company were commissioned to workout a turnaround strategy for the CIWTC. The Consultants had submitted the report indicating various options for the revival of the corporation which is under consideration of the Government.

Enhancing Road Safety in the Jurisdictions of NHAI

1496. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether National Highway Authority of India has any role in enhancing road safety in its jurisdiction;

(b) if so, the initiatives taken by National Highway Authority of India to implement safety enhancing measures;

(c) whether it is a fact that road safety has not been given priority of sufficient importance by National Highway Authority of India; and